

## Expert Advice For the Automobile Owner

Queries and Replies Covering Matters of Importance to the Man Who Runs a Car

Of late I have been putting one gallon of oil to ten of gasoline in my tank and have found it satisfactory, but could that be the cause of the large amount of carbon in my engine? The carburetor is sufficiently heated by the hot air from the exhaust, and the intake manifold becomes so hot that it cannot be touched. There is a knock in each cylinder when the engine pulls hard with spark advanced.

You are driving with the spark advanced too far. Any motor will knock when pulling hard with the spark advanced, as you have stated. The spark lever should be retarded as the throttle is opened, but only enough to stop the motor knocking. If you will examine the interior of your motor you will probably find that there is not enough carbon to cause a knock. We would not advise mixing gasoline and kerosene; you are likely to have vaporizing troubles, as the kerosene is liable to be left in the carburetor. The kerosene will not vaporize as readily as the gasoline and in a short time your float chamber will be full of kerosene, and then the motor will be obliged to run on the latter until the float chamber is emptied, when it will be filled with the mixed fuel and the cycle will be repeated. This variation in the quality of the fuel will result in poor combustion. The saving that results from adding such a small percentage of kerosene is not sufficient to make it worth the trouble.

My motor runs evenly when running empty, but when pulling along on high speed, with the motor throttled down, the front cylinder misses. I have done everything I know of to correct this. Can you suggest something?

Provided you are certain that it is the front cylinder, we would advise making a thorough inspection of the ignition. Examine the spark plug for small cracks and see that the points are about one-thirty-second inch apart. Look over the wiring to this plug once more for bare insulation and inspect the time to see that proper contact is made. See that there are no air leaks around the manifold connection and be sure that the valves are not warped.

I have trouble in short circuiting. I have put on an all new magneto cable, but it goes through anywhere it happens to touch any metal. Can it be that the magneto is too strong?

The probable reason for the current leaking is that the insulation is not heavy enough, or it has become worn in places where it has rubbed against the metallic surfaces. Possibly the leak of current occurs at the point at which the wires pass through the fiber block over the exhaust manifold. It would also be well to note if this block is properly in place.

If a can of gasoline is exposed to the air long enough for a noticeable part of it to evaporate will the remaining gasoline be any weaker than it was at first?

When gasoline is exposed to the air and allowed to evaporate the specific gravity of the remainder of the liquid increases, and, while the fuel value remains about the same, it is harder to start a motor with it. Gasoline is a mixture of a great many petroleum oils differing slightly in their specific gravity, and when this mixture is allowed to evaporate slowly a greater proportion of the light oils is taken up by the atmosphere, and thus what is left becomes heavier and heavier, and as the specific gravity increases it makes starting harder.

Is there such a thing as a high compression or a low compression motor? If so, what is the advantage of a low compression motor?

Motors have been constructed with compression pressure varying all the way from nothing at all up to several hundred pounds. Roughly, motors with a compression of over seventy pounds are generally considered to have high compression and engines with less than fifty-five pounds low compression. Yet the terms are purely relative and have no exact meaning. A low compression motor will run slower and more smoothly at low speed than a high compression one. It is not so likely to knock when the cylinders are carbonized, nor will it overheat so readily. The pressures generated are not as great, and therefore the parts do not need to be made so strong. The high compression engine, on the other hand, is more efficient and develops a greater power for a given piston displacement.

My car cannot go up any kind of a grade on high. After getting it all overhauled the same trouble is found. Some people claim the spray nozzle in the carburetor is at fault. What do you think it can be?

The size of the fuel nozzle on the carburetor seems to be incorrect, and if you will get into communication with the makers of the carburetor they will no doubt correct it for you. Another possibility is that the spark plug points are spread too far apart and you are not getting good ignition at low speeds. The probabilities are, however, that all the trouble is in the carburetor. The spark plug points should be adjusted them, should be gauged by the thickness of a business card.

### CUTTING THIRD TEETH.

RICHMOND, Mo., Sept. 11.—Mrs. Catherine Roberts, of this place, who is 74 years old, is now cutting her third set of teeth. Some time ago Mrs. Roberts' gums began to swell the same as those of an infant when it arrives at the tooth cutting age. In a short time the fully developed teeth appeared. The indications are that

If two engines of the same make and model were set in the same frame, one ahead of the other, would the rear crank shaft be strong enough to stand the strain?

The rear crankshaft would have to be strong enough to transmit the horsepower of both motors. This would be especially true if the timing was so arranged that the power strokes of the two motors were synchronized so that the minimum stress from both motors fell upon the shaft at the same time. In such a case as you mention a heavier crankshaft should be installed in the rear motor.

My car smokes badly and has used one gallon of oil in 100 miles. It has a splash lubrication system. What is the trouble, and how can I remedy it?

When a splash system smokes the trouble can generally be put down to either too high a level in the splash trough, too deep dipping of the connecting rods or bad piston rings. The first two amount to practically the same thing, because if the level of the oil is too high the connecting rod is sure to dip too deeply into the oil, and hence the effect is to splash too much oil to the cylinders. When the piston rings are faulty the oil leaks past the rings, and after it reaches the combustion space is burned in large quantities, thereby causing the smoking and sooting. The proper course for you to pursue is first to determine the proper level in the crank case.

The trouble with your oiling system might be in the leakage of air in the vacuum tank which controls the supply to the crank case. If air leaks into the cap at the top the oil will flow out of the tank into the crank case, and the result will be such as you mention. Therefore see that the filler cap on top of the reservoir is absolutely airtight. If you will do this and also see that the oil level is not above the plug in the bottom your system will work all right.

Have the different makes of magnetos different material for breaker points than platinum, and, if so, what is it? Are there different grades of platinum points?

The so called platinum points for magnetos vary greatly in composition and hardness. Different compositions and percentages of tridium are used in the compositions, the average being somewhere about 15 per cent tridium or less. In some of the very cheap grades no platinum at all is used, nickel being substituted. These points do not stand up for any length of time.

Where platinum is used the only difference in actual grade is in the variation of the percentages of alloying substances used and also in the thickness of the points. In some cases the platinum is very thin.

My plate clutch slips. Tried washing it with kerosene, but with no results. Also had the crank case taken off, but see no nuts to take up on. Have tried both kinds of oil, but have met with no success. What is the cause?

Probably the clutch is being held disengaged by the sticking of the pedal shaft in its bearing or other members of the operation mechanism are sticking due to lack of lubrication, thus not allowing the clutch to become fully engaged when the pressure is removed from the clutch pedal. If the mechanism is found to be in good shape the next cause would be insufficient pressure exerted on the plates. This might be caused by weak clutch springs or springs that have taken a permanent set after a few thousand miles of service.

Automobile manufacturers can test springs for their tension, and, while great care is exercised in the strength of the steel wire which goes into them and the heat treatment of the same, nevertheless occasionally springs will pass by inspection, no matter how rigid, that have not been carefully heat treated, and after some little service they will take a permanent set and fail to exert sufficient pressure on the plate to transmit the power.

The third and most likely cause is dirty and gummed plates due to neglecting to change the lubricating oil in the motor.

When I run my car at about twenty or twenty-five miles per hour it makes a grinding noise as though there is friction somewhere in the transmission system. Can you tell me the cause?

Improper meshing of the drive shaft pinion and master gear is possibly the cause of a noise appearing in the differential when the machine is driven at a speed of twenty or twenty-five miles an hour. If you will have the drive shaft pinion and master gear replaced the trouble will probably be immediately overcome.

Is a cantilever spring as easy riding as any other kind?

Cantilever springs give easy riding owing to their ability to check the rebound. The elliptic spring as used on many cars gives very easy riding, and it cannot be stated that the cantilever is better than this. Much depends upon the load carried and upon the design of the springs used. The relation between spring and unsprung weight is a factor for consideration.

### FISH AND OYSTERS

Anybody can cut the price. We endeavor to give better value.

Go To SMITH'S RESTAURANT For Fresh

## GIBBONS

(Continued from page 1, second sec.) but Gibbons outpointed him clearly.

Round Three. Packey was on the aggressive and Gibbons met him with left and right hook to face and head. Packey swung nice right to head, but got three jabs on his face as he was breaking away. Gibbons following fast, jabbing and hooking his left to good effect. Packey played for the body, but Gibbons whipped in two hard lefts to wind and hooked right to the ear. Gibbons looked left to jaw and Packey landed two right chops on head and shoulders. Gibbons finished the round with left and right hooks to neck and face. Gibbons' round.

Round Four. Both landed hard lefts in the wind. Gibbons hooked his left to the face as they broke away from a clinch. Packey following with right and left to the head. Gibbons swung hard right to ear. Packey came back with two left hooks to the face. After some close work Gibbons hooked left and right to the head, a clever return. Packey swung right to the head, landing below the ear, and he jabbed left to the face. Mike swung left and right to the body. Packey landed a back-hand blow on the face and Gibbons swung right to the head. Gibbons' round.

Round Five. Gibbons was on the aggressive. Packey blocked his leads cleverly. Packey sent both hands to the body, Mike clipping short into the ribs. Gibbons ducked away from a right swing and jabbed his left to the face, but Packey crossed his right hand to head and again chopped his left on Mike's nose. Mike drove both hands hard to the body and hooked his right to the top of Packey's head. This was an even round.

Round Six. Both missed swings to the head. Gibbons hooked left and right to the wind, Packey landing left lefts to the face. Gibbons swung his right to the head and with a left hook made an abrasion under Packey's right eye. Packey bored in forcing Gibbons to the ropes, but Gibbons sent him back with left and right hooks to the head. Packey was willing but Gibbons was more effective. Gibbons' round.

Round Seven. Gibbons hooked left to the face and crossed right to high on head. Packey swung his right twice on the neck ineffectively. Gibbons missed a right uppercut, but followed quickly with two lefts to the head, Packey replying with both hands to wind. Packey cut Gibbons left eye with a right hook, but Gibbons hooked his left to the head and crossed his right heavily to Packey's left cheek. Gibbons swung left to left temple and jabbed his left to the face, following with hard right to the wind. Packey fought back with both hands and again used a left hand blow, backhanded, to the face. Gibbons' round.

Round Eight. Gibbons jabbed left to face and uppercut hard right to wind. Packey's counters were well timed but very light. Gibbons put a lot of weight in every blow he landed, hooking right and left to the head, and Packey jabbed left and used the backhand blow again. Packey rushed, swung left to the ribs forcing Mike to the ropes. When they broke away Gibbons hooked left and right to head and blocked several of Packey's leads. Gibbons landed two hard left jabs on the face and missed right swing, as Packey ducked nicely. They were fighting at close quarters as the round ended. Gibbons' round.

Round Nine. Packey rushed but Gibbons stopped him with a left jab to the face, followed with a left hook to the jaw. Packey landed left to the face, but Gibbons hooked his right twice to the head and sent in two damaging lefts to the wind. Gibbons hooked right to head. Packey landed both gloves to the stomach. Gibbons hooked right and left to the head and cleverly blocked as Packey rushed him to the ropes without any damage.

Gibbons sent three short right hooks to head and Packey uppercut him over the head. Packey tried to force matters at close quarters, but Gibbons offset this with short lefts and rights to the head, Packey working both hands to the head lightly. Packey hooked hard left to head and after some rapid exchanges the round ended with Packey having a shade the best of it.

### Round Ten.

Packey rushed, chopping his right to the head. Gibbons shook him up with a hard left to jaw.

Packey landed straight left to Mike's nose. After some rapid exchanges he hooked left to Mike's jaw and brought his glove back to the other side of the face. Gibbons traded three lefts to face and crossed right to face. Packey landed left to face and crossed right to jaw. Watching Gibbons backing away. Both were fighting hard and each missed a right swing. Gibbons stepped out of reach of another right swing and landed left to face. Both were a bit wild in the round progressed and were slugging until the bell stopped them. It was Packey's round and as Gibbons turned to shake hands with him Packey said something to him which aroused his anger, and for a moment it appeared as though they would exchange further blows.

Gibbons outpointed McFarland in seven out of the ten rounds, Packey taking the ninth and tenth, honors being even in the fifth.

### TIMES TOO HARD.

CHARLESTON, Sept. 11.—Indignant but triumphant, Mrs. J. C. Crow, of Morris Creek, appeared at the county clerk's office here with a perfectly good unused marriage license issued for her son, Earl Crow, and Miss Goldie Vanmetre, explaining that there had been no wedding. "I won't permit it," declared Mrs. Crow. "My son is too young and times are too hard."

## Baseball at a Glance

### NATIONAL LEAGUE.

#### Yesterday's Results.

Boston, 3; Chicago, 1.  
Cincinnati, 4; New York, 0.  
Philadelphia, 3; Pittsburgh, 2.  
St. Louis, 2; Brooklyn, 1.

Games Today.  
New York at Cincinnati.  
Boston at Chicago.  
Brooklyn at St. Louis.

#### Standing of the Clubs.

Club	W.	L.	Pct.
Philadelphia	74	36	.670
Boston	70	41	.633
Brooklyn	71	42	.625
St. Louis	66	70	.485
Chicago	61	67	.475
Pittsburgh	64	72	.470
Cincinnati	62	69	.473
New York	59	70	.457

### AMERICAN LEAGUE.

#### Yesterday's Results.

\*Boston, 3; Chicago, 4.  
St. Louis, 8; Philadelphia, 4. First game.  
St. Louis, 9; Philadelphia, 4. Second game.  
Detroit, 4; New York, 3.  
Washington, 5; Cleveland, 4.  
\*Eleven innings.

Games Today.  
No games scheduled.

#### Standing of the Clubs.

Club	W.	L.	Pct.
Boston	57	43	.568
Detroit	57	43	.568
Washington	50	52	.490
New York	50	50	.500
St. Louis	45	58	.435
Philadelphia	40	63	.390

### FEDERAL LEAGUE.

#### Yesterday's Results.

Buffalo, 2; Kansas City, 0.  
Chicago, 9; Pittsburgh, 1. First game.  
\*Brooklyn, 2; Pittsburgh, 1. Second game.  
Chicago, 2; Baltimore, 1.  
Newark, 2; St. Louis, 2.  
\*Eleven innings.

Games Today.  
Newark at St. Louis.  
Baltimore at Chicago.  
Buffalo at Kansas City.

#### Standing of the Clubs.

Club	W.	L.	Pct.
Pittsburgh	73	50	.593
St. Louis	71	61	.538
Chicago	71	62	.534
Newark	68	53	.564
Buffalo	60	68	.469
Kansas City	68	64	.515
Brooklyn	57	69	.449
Baltimore	45	86	.343

## MANY CHANGES

(Continued from Page 1, 2nd Sec.)

into the full back and "roughing" the full back. Running into the full back is penalized fifteen yards, but "roughing" the full back is penalized fifteen yards and disqualification as well.

The committee recommended that the players be numbered.

At the same time they passed a vote of approving the putting in of substitutes for the purpose of conveying information.

The penalty for unsportsmanlike conduct was changed to fifteen yards, but the power was placed in the hands of the official to disqualify for flagrant conduct.

In snapping the ball back, the center may not hold it after he has made the motion; he must actually let the ball go. This prevents a play that had been practiced, consisting of the center holding the ball after he had apparently snapped it and someone coming around behind him and taking the ball from his hands.

The peculiar method of blocking and interfering, which has been increasing, wherein men throw their legs up in the air, has been ruled out, for throwing the legs and striking with the lower leg a man above the knee will be penalized fifteen yards.

The rules already provide that striking a man in the same way below the knee is tripping.

Another provision was made that unless the captain requests a lesser distance, the referee will always bring the ball out from the side line fifteen yards.

If a second eligible man touches a forward pass after it has been first touched by an eligible player, it is simply an incomplete forward pass with the loss of a down.

Several corrective changes were made in the rules but not altering the method of play.

## WOMAN WINS RACE IN SAXON ROADSTER

Miss Kathleen Dee, of Rock Island, Ill., Wins Two Mile Races from Big Number.

When the Saxon Roadster, driven by Miss Kathleen Dee, of Rock Island, Ill., flashed across the line a winner at the Rock Island races, Miss Dee took her place as the first woman driver to engage in an automobile speed event within the last two years.

The race in which Miss Dee captured the honors was a two-mile event, held at the Rock Island race track. At the end of the race Miss Dee was leading by seventy-five feet. She entered a challenge to any car on the grounds, at any distance from two to five miles.

Before engaging in the challenge race Miss Dee drove a half-mile in the fast time of 3-5 seconds, in spite of the fact that the turns in the track are not banked and the track itself is only slightly more than a half-mile, making driving somewhat perilous.

The same roadster which Miss Dee piloted also won the ten-mile event at the Tri-City Amateur speed meet in the time of fourteen minutes and thirty-eight seconds.

In winning at Rock Island this car added to laurels won by Saxon cars in other speed events in various parts of the country. Although the Saxon Motor Company has never officially entered racing, reports are being received every week telling of victories scored by private owners with stock models, thus proving the possibilities of light weight cars in racing events.

## REMOVING TRADE BARRIERS BIG TASK.

Must Be Accomplished before Latin-American Trade Can Be Increased.

WASHINGTON, D. C., Sept. 11.—"Removing the barriers" is the important task set before those who are acting in behalf of the United States in the efforts to increase the volume of trade between North and Central and South America, and one barrier to which it has been found necessary to give a vast amount of attention in proportion to its actual magnitude is that of the insignificant but extremely troublesome question of the form of the shipping documents.

As required by many of the Latin-American countries, these offer a complicated problem to the exporters in the United States, who have not been fully and accurately instructed on the subject. The bureau of foreign and domestic commerce has undertaken the responsibility of removing this barrier by making it possible for the American shippers to obtain information regarding these requirements which has not been easily available in the past.

The difficulties encountered are fully appreciated by American exporters who have attempted to ship their goods without the assistance of a commission house or customs broker. They have found an embarrassing obstacle in the fines provided for every possible deviation from the prescribed customs regulations, which are very detailed as to the information to be included in the documents.

Numerous instances have been reported where fines were imposed for such slight irregularities as the failure to state the nationality of the vessel in the invoice, the use of ditto marks, or incorrect translation of the designation of the goods included in the shipments. As a result American exporters have had the unpleasant experience of refunding fines to the consignees of their goods, with incidental delay of proceedings which has tended to impede the extension of trade that is strongly desired at the present time.

The bureau of foreign and domestic commerce has just issued a sixty-six page pamphlet, "Consular Regulations of Foreign Countries (Canada and Latin America)" tariff series No. 24, which contains a complete description of the shipping documents required in each of the countries where difficulties have been encountered, and copies of this publication may be obtained from the superintendent of documents, Washington, D. C., at 10 cents each.

This "guide book" for American exporters, as it may be called, gives facsimiles of the consular invoices used in each of the countries and points to such peculiar features as may be overlooked by the average shipper.

The material has been compiled with great care, the chapter for each country having been submitted for revision to a consular representative of that country. Some American banking institutions and commission houses have also been consulted, and all possible efforts made to meet the situation disclosed by the numerous complaints that have reached the offices of the bureau at Washington.

It is believed that by using the publication, the average exporter in this country will be able to prepare his shipping documents with sufficient knowledge of the requirements to avoid the fines and delays of the past.

## FISHING OUTFIT

Used by Thieves to Rob Several Homes in an Illinois Town.

CHICAGO, Sept. 11.—A new form of summer vacation and indoor sports is being staged in Harvard, Ill., sixty-three miles north of Chicago. It consists of dry land fishing for trout with pockets that have no holes.

The townspeople fear strangers have invaded the town with poles, lines and fish hooks, using bait that makes a short, long, loose and wide trousers bite to the great dissatisfaction of their owners.

The home of Dr. C. W. Blanchard is the latest to be used as a fishing ground. There the fishermen unhooked a window screen and began the sport. In a short time a tug on the pole meant something was biting and after a game fight the trousers of the doctor were being searched by the fishermen. They found \$10.

Dr. Blanchard did not find his trousers; instead, an innocent fishing kit.

"Good thing my vest wasn't biting," the doctor told his friends, as he showed them \$300 on his way to the bank.

Other residents who are victims of the enterprising hook and line are John Iserman, George H. Stewart, Harry Jordan and Frank Barter.

### REGAINS SIGHT.

PENDLETON, Ore., Sept. 11.—Carl Gulott, a musician, is enjoying the recovery of his sight in one eye after a period of complete blindness lasting fifteen years. He suddenly regained his vision while walking and he rushed to his home to behold his wife and child, neither of whom he had ever seen. Although blind, Gulott teaches piano playing and is a member of an orchestra.

## THE THREE EXTREMES

(By Ignatius Brennan)

To Clatsburg we went one day—  
Four of us—and all the way,  
As we went down,  
We hadn't much to talk about,  
Our conversation wasn't stout,  
As we went down,  
Just talked as human beings will—  
About the green upon the hill,  
About scraps down in Mexico,  
And of the "Fall of Praximayo"—  
As we went down,

We reached the town right bang on time  
And squandered many a hoarded dime,  
While we were there,  
For brands of many different makes  
And taken for our stomachs' sakes,  
While we were there,  
And then, we talked (?) of things galore  
From Cadmus to Lord Baltimore,  
And on, on down the line we came  
Not missing one of smallest fame—  
While we were there.

We took the car en route due north,  
Each holding 'bout two dollars worth,  
As we came home;  
Besides the "limit" in our grip  
That one may fetch along each trip,  
As we came home,  
We sang (?) the songs of long ago,  
In diapason-crescendo,  
We did the oratorio (?) too,  
'Bout like Mary Anthony might (?) do—  
As we came home.

Today! Now that's the morning aft  
Our system both above, shaft  
Is all agog,  
Our song, if we could sing at all,  
You've heard the croakings in the fall  
Of Mister Frog.  
Our talk! We've not a thing to say  
We wish that we were miles away,  
Ourselves, from head unto the heel  
Feels—well, you know the way you feel  
When "on the hog"

## SOME WIVES PREFER HUBBY IN NIGHT SHIRT, OTHERS INSIST ON PAJAMAS, WRITES WIDOW

Letters Introduced as Evidence in Chicago Woman's Suit for Divorce.

CHICAGO, Sept. 11.—Preference of some wives for a nightshirted husband instead of one in pajamas; how widows have solved the problem of remaining always young; how lifting rhyme is shown to be an infallible symptom of love; these are some of the problems discussed philosophically in letters that Mrs. Olga Coombs said she found in her husband's old coat pocket. She has filed suit for separate maintenance.

The letters, filed as exhibits, bear the signature of Cora V. Hills, a Los Angeles widow.

"Old lover boy: Allow me to inform you right here and now I love you, but I'm going to write business and not harrow our hungry souls with vivid fancies of future loving."

The writer then discusses nighties and pajamas.

"Apropos of nighties," reads the letter, "and pajamas—some wives prefer their husbands wear the for-

mer, while some prefer the latter. It is all a matter of individual—ah, preference."

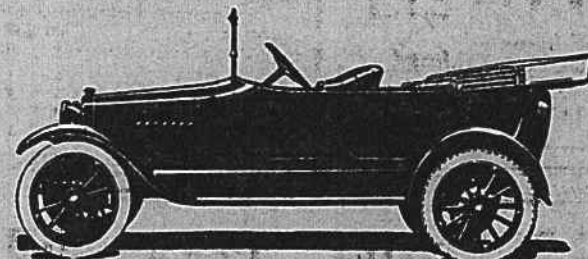
In another letter the writer discusses the secret of keeping one's blood running warm despite age. She says: "I'm such a real piggy about love; just want to climb in with all four feet. Oh, you probably will be greatly pithed when I get you in my clutches and, believe me, I have some clutch. It is this that keeps folks young. Those who remain young and attractive longest are those who don't freeze out of their systems all their red blood, and sweet, warm, human desires."

### TO ATTEND CONFERENCE.

TOKIO, Sept. 11.—Dr. M. Kondo, inspector general of ordinance in the navy and Engineer Lieutenant T. Furuchi have been ordered to the United States to attend the international technical conference at San Francisco. They are among the leading experts in the Japanese navy.

## SAXON SIX

A big touring car for five people



Demand Six-Cylinder Luxury in your touring car

Saxon "Six" provides a luxury in performance possible only in a "Six." No less perfect type of motor can give you the same power, "pep," smoothness, silence and flexibility. With a Saxon "Six" you rarely have to shift gears. Saxon "Six" embodies the four big, new ideas in motor car design.

1. It has light weight that comes from right design and right materials.
2. It has a high speed motor that delivers more power at less expense than men used to get out of big heavy motors.
3. Its yacht-line body is in the latest motor car fashion—graceful and pleasing to the eye.
4. Increased riding comfort for all passengers is provided in the roomy seats and the vanadium steel cantilever springs.

When you can enjoy all the luxury of a "Six" in the well tried Saxon at \$785, don't be content with less. Come in today.

Electric starting and lighting; demountable rims; one-man top; Timken axles; 112 wheelbase; 32x3 1-2 inch tires, non-skid in rear. Saxon "Six" \$785 Saxon Roadster \$895

SAXON MOTOR CO., DETROIT.

## CUNNINGHAM BROS.

Saxon "Six" \$785. Saxon Roadster \$895.

Select Your Fall Suit and Overcoat Now and Be Sure It's Made In Clarksburg.

Bloch-Parrish Tailoring Co.

MASONIC BLDG. CLARKSBURG.